



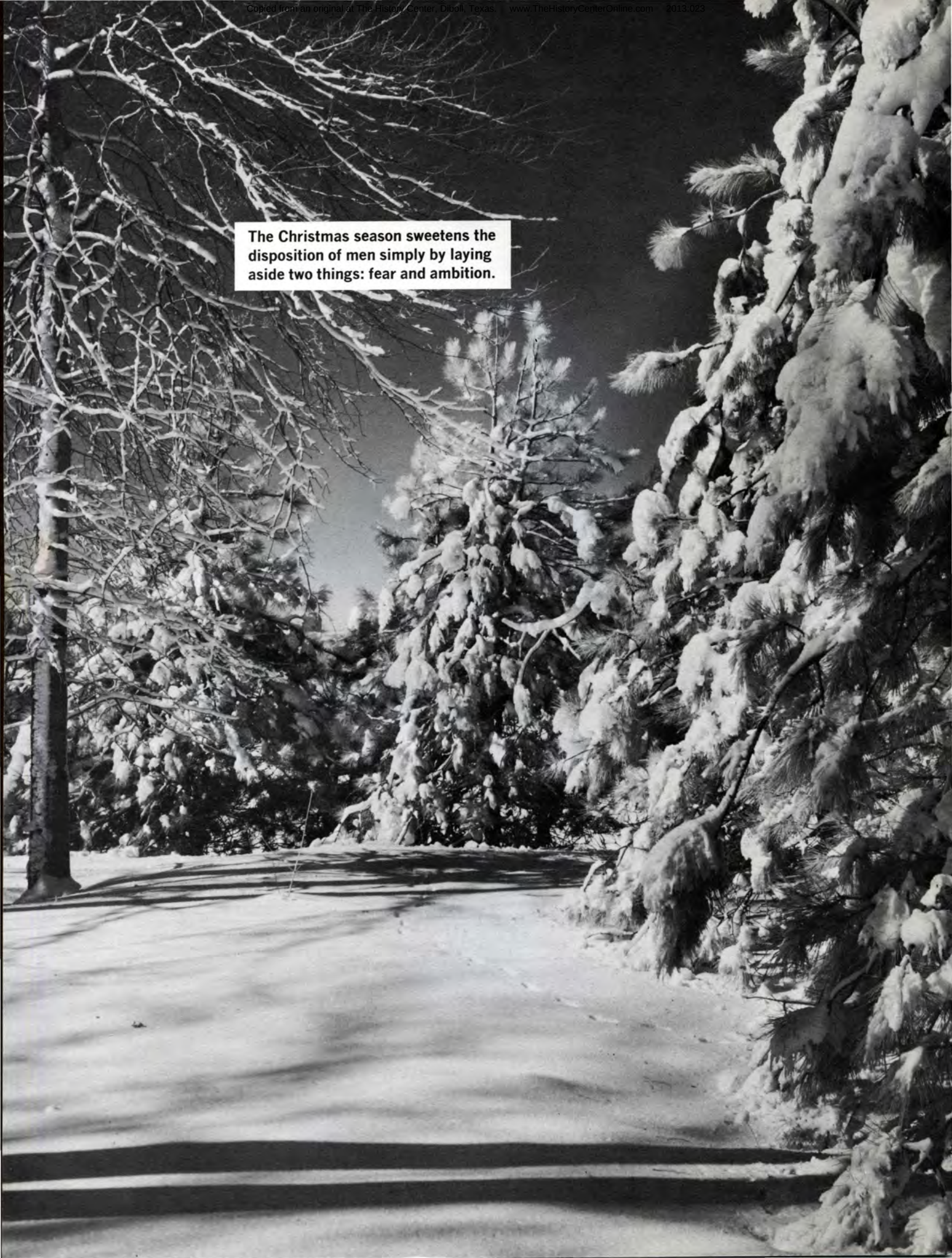
Remnants of a ranch near Fredericksburg, Texas

E. M. (Buck) Schiwetz

THE *Lufkin* LINE

NOVEMBER - DECEMBER • 1969

copied from an original at The History Center, Daboll, Tex. www.TheHistoryCenterOnline.com 2013.023



The Christmas season sweetens the disposition of men simply by laying aside two things: fear and ambition.

MACHINERY DIVISION

Sales and Service Offices

- | | |
|--|--|
| ATLANTA, GEORGIA
5190 Antelope Lane
Stone Mountain, Georgia
Phone: 404-939-3119 | SAN FRANCISCO, CALIFORNIA
5318 Eggers Drive
Fremont, California
Phone: 415-793-3911 |
| BAKERSFIELD, CALIFORNIA
2500 Parker Lane
P. O. Box 444
Phone: 805-327-3563 | TULSA, OKLAHOMA
1302 Petroleum Club Bldg.
Phone: 918-587-7171 |
| BALTIMORE, MARYLAND
P. O. Box 7
Timonium, Maryland
Phone: 301-666-9120 | WICHITA FALLS, TEXAS
727 Oil & Gas Bldg.
P. O. Box 2465
Phone: 817-322-1967 |
| CASPER, WYOMING
100 Warehouse Road
P. O. Box 1849
Phone: 307-234-5346 | WILLISTON, NORTH DAKOTA
P. O. Box 1232
Phone: 701-572-6770 |
| CRYSTAL LAKE, ILLINOIS
18 Grant Street
Phone: 815-459-4033 | LUFKIN OVERSEAS CORP. S.A.
Anaco, Venezuela
Estado Anzoategui
Apartado 46
MOG Phone: 2-4405 |
| CLEVELAND, OHIO
226 Suburban-West Bldg.
20800 Center Ridge Rd.
Phone: 216-331-5722 | Maracaibo, Estado Zulia, Venezuela
Apartado 1144
Phone: 3132 |
| DALLAS, TEXAS
800 Vaughn Building
Phone: 214-748-5127 | Bogota, Colombia
Calle 92 No. 21-40
Phone: 361-303 |
| DENVER, COLORADO
1138 Lincoln Tower Bldg.
Phone: 303-222-9589 | TRIPOLI, LIBYA
P. O. Box 800
Phone: 34874 |
| GREAT BEND, KANSAS
North Main Street
P. O. Box 82
Phone: 316-793-5622 | EXECUTIVE OFFICES & FACTORY
Lufkin, Texas 75901
P. O. Box 849
Phone: 713-634-4421 |
| HOBBS, NEW MEXICO
P. O. Box 97
123 W. Gold
Phone: 505-393-5211 | C. D. Richards, Vice President and Sales Manager |
| HOUSTON, TEXAS
1108 C & I Life Bldg.
Phone: 713-222-0108 | |
| KILGORE, TEXAS
P. O. Box 871
Phone: 214-984-3875 | |
| LAFAYETTE, LOUISIANA
P. O. Box 1353 OCS
Phone: 318-234-2846 | |
| LOS ANGELES, CALIFORNIA
5959 South Alameda
Phone: 213-585-1201 | |
| NATCHEZ, MISSISSIPPI
P. O. Box 804
Phone: 601-445-4691 | |
| NEW YORK, NEW YORK
350 Fifth Avenue
3904 Empire State Building
Phone: 212-695-4745 | |
| ODESSA, TEXAS
1020 West 2nd St.
P. O. Box 1632
Phone: 915-337-8649 | |
| OKLAHOMA CITY, OKLAHOMA
600 S.E. 29th St.
P. O. Box 95205
Phone: 405-632-2366 | |
| PAMPA, TEXAS
P. O. Box 2212
Phone: 806-665-4120 | |
| PITTSBURGH, PENNSYLVANIA
Suite 101
201 Penn Center Blvd.
Phone: 412-241-5131 | |

THE Lufkin LINE

NOVEMBER • DECEMBER, 1969
Volume 44 Number 6

Published to promote friendship and good will with its customers and friends and to advance the interest of its products by the LUFKIN FOUNDRY AND MACHINE COMPANY, LUFKIN, TEXAS
Virginia R. Allen, Editor
Carolyn Curtis, Ass't. Editor



ROCKY MOUNTAIN DIVISION ISSUE

ASPEN—SKI MECCA, U.S.A.—John P. G. McKenzie	4
CHICAGO KANSAS CITY FREIGHT LINE, INC.—Carolyn Curtis	8
LUFKIN INSTALLATIONS	12
ZAPATA CHRISTENS HERCULEAN SERVICE	14
SNAPSHOTS BY LUFKIN CAMERAMEN	16
SOUTH PASS—GATEWAY TO THE WEST—Donna Strang	19
LET'S LAUGH	22

COVER: Painting by E. M. (Buck) Schiwetz
Lithography by Western Lithograph of Texas, Inc.
OPPOSITE PAGE: Photo by Gene Ahrens, New Milford, N. J.



OIL FIELD
PUMPING UNITS



GEARS FOR
INDUSTRY AND
SHIP PROPULSION



TRAILERS
FOR EVERY
HAULING NEED

TRAILER DIVISION

Sales and Service Offices

- | | | |
|--|--|---|
| ATLANTA, GEORGIA
1313 Sylvan Road, S. W.
Phone: 404-755-6681 | KANSAS CITY, KANSAS
5263 Merriam Drive
Merriam, Kansas
Phone: 913-262-2202 | OKLAHOMA CITY, OKLAHOMA
1315 West Reno
P. O. Box 82596
Phone: 405-236-3687 |
| BIRMINGHAM, ALABAMA
3700 10th Ave., North
Phone: 205-592-8164 | LUBBOCK, TEXAS
709 Slaton Hwy.
P. O. Box 188
Phone: 806-747-1631 | SAN ANTONIO, TEXAS
3343 Roosevelt Ave.
Phone: 512-924-5117 |
| DALLAS, TEXAS
635 Fort Worth Ave.
Phone: 214-742-2471 | MEMPHIS, TENNESSEE
1947 E. Brooks Road
P. O. Box 16485
Phone: 901-397-9382 | SHREVEPORT, LOUISIANA
U. S. Highway 80, East
P. O. Box 5473, Bossier City
Phone: 318-746-4636 |
| HOUSTON, TEXAS
2815 Navigation Blvd.
Phone: CAptrol 5-0241 | NEW ORLEANS, LOUISIANA
1835 West Bank Expressway
Harvey, Louisiana
Phone: 504-362-7575 | EXECUTIVE OFFICES & FACTORY
Lufkin, Texas 75901
P. O. Box 848
Phone: 713-634-4421
C. W. Alexander, Vice-President
Marshall Dailey, Fleet Sales
Jim Horn, Mgr.-Branches |
| JACKSON, MISSISSIPPI
Highway 80 East
P. O. Box 10935
Phone: 601-948-0602 | | |



A CHICAKADEE'S eye view of Aspen, Colorado. Across from the town is the north slope of Aspen Mountain with the longest ski lift in the world. Many skiing experts and authorities consider the Aspen slopes the best in America and equal in every way to those of the Swiss Alps.

Photo by John P. G. McKenzie

ASPEN-

By JOHN P. G. MCKENZIE

AN ENVIABLE 7,850 feet above sea level, and surrounded by rugged, snow blanketed peaks soaring 3,000 and more feet higher, Aspen, Colorado, hurls its challenge at the Swiss Alps for the title of Ski Capital of the World.

Her three mountain-size areas with a fourth in the making, twenty one ski lifts that carry 15,000 skiers per hour, and 150 miles of carefully prepared trails give substance to her challenge. The 300,000 skiers from the world over who risk life and limb on her slopes each year stand ready to support it.

Once feared as the *Shining Mountains of the Utes*, Aspen's peaks and plunging slopes were first invaded by white men in 1878. That year a group of silver prospectors, disgruntled at finding all land in the fabulously rich Leadville strike area (California Gulch then) under claim, put their scalps on the line and crossed by Independence Pass over the towering Sawatch Range to set up camp at the wild Roaring Fork River. The profusion of ghost-green aspens that quaked over the highland valley gave the camp its name, Aspen.

The men found silver, the greatest strike in the



SOARING high above the tree tops, the skiers ride the short, four-minute lift to the Midway Patrol House and the start of the steep, slope-plunging International Ski Run on Aspen Mountain.

Photo by Aspen Skiing Corporation



SKI MECCA, U.S.A.

THE FROZEN serenity of Sun Deck is a favored retreat of skiers seeking the superb view from the lodge's 11,300-foot vantage point. Mighty Mt. Hayden offers a spectacular backdrop of winter majesty in the near distance.

Photo by Aspen Skiing Corporation

world's history. The Utes found the men, and history suffered a slight delay. But silver won out and Aspen became a permanent town. It reached, in its heyday, a population of 15,000 persons. Precious ore poured through its streets in a silver flood from the *Molly Gibson*, *Durant*, *Midnight*, *Newman*, *Aspen*, *Montezuma*, and *Smuggler* mines, a \$6,000,000 yearly flood that was suddenly dammed in 1893 with the repeal of the Sherman Silver Purchase Act cutting off government support of the metal.

Decline set in with decay riding shotgun. The town dwindled to 800 persons. The aspens from the valley encroached on the silent streets and threatened to engulf them. Ghostly fingers of other deserted mining towns beckoned Aspen to oblivion.

But Aspen's future was still before her. Always she had been partial to entertainment. Once it was gambling; or performances at the gilded, \$90,000 opera palace; or the three plush houses of pretty and willing girls, with others, in business for themselves, operating on the fringe. What would it be now?

Gambling and vice were ruled out. Aspen had forthrightly locked those skeletons in her closet; not again would they stalk her streets. The "what

would it be now" was provided by Billy Fiske, 1934 Bobsled Champion of the World (and the first American pilot shot down in the Royal Air Force, World War II.) He visited Aspen, went into a huddle with friends, winter sportsmen, and Aspen businessmen, and came up with the answer—skiing.

Aspen (Ajax) Mountain starts its 3,500-foot rise at the doorstep of the town. With discarded mining machinery for power, a tow line was strung up its north face. Two sleds were attached in opposition, one going up while the other was going down, and Aspen had taken its first feeble step toward the skiing eminence that it holds today. The camel's nose was inside the tent.

The crude sled tow gave way to a single chair lift in 1946. Now seven chair lifts, one the longest in the world (8,480 feet), whisks 5,500 skiers per hour to the mountain's 50 miles of open slopes and trails of which Dipsy Doodle, Spar Gulch, and Copper Bowl are world renowned. At the top of Mount Aspen, at 11,300 feet, is the popular *Sun-deck*, a unique warming house and restaurant with excellent cuisine and an unsurpassed view of more mountains.

Of Aspen slopes, the famed Swiss mountaineer,



LIKE a busy airport, the snow meadow outside the Sun Deck, a unique warming house and restaurant atop Mt. Aspen, is alive with activity as skiers on lifts come in for a landing while others move out to the ski runs or poise for a take-off.

Photo by Aspen Skiing Corporation

MILL STREET, Ski Boulevard to many, in Aspen, Colorado, and the North Slope of Aspen Mountain, site of the longest ski lift in the world.

Photo by John P. G. McKenzie



Andre Roch, stated with glum honesty, "They are superior to the Alps." The quality of the slopes is well indicated by the fact that the world Alpine Championship runs were held there in 1950.

Vieing with Aspen Mountain in popularity and acclaim is the skiing complex of Aspen Highlands, a mile and a half from town on Maroon Creek Road. Reached by free bus service from Aspen, the Highlands is a self contained area with ski shop, rental service, restaurant, and nursery with a comprehensive pre-ski program for the little tots.

Aspen Highlands has runs for all from the beginners on its gentle rises to the expert with its five-mile runs through powder snow. The Highland's five chair lifts, including the world's longest *double* chair lift, two pomas, and one T-bar can carry 5,000 skiers per hour to its 50-mile network of runs and trails, featuring the longest vertical drop in Colorado, 3,800 feet straight down—or so it seems the first time you hit it.

Playing a reluctant peek-a-boo with the clouds at its 11,100-foot elevation, the Highlands' *Cloud 9* restaurant hosts thousands of skiers annually who throng its glassed-in porch as much for the 100-mile panoramic view of the Continental Divide as for its delicious dinners.

The third slope, Buttermilk Mountain, is newer than the others and more specialized. It caters to the beginning and the intermediate skiers. Three double chair lifts and three T-bars serve this area with a lift capacity of 4,700 skiers per hour.

Because of its "gentle" reputation, Buttermilk

is a popular family area, particularly with those families just introduced to the mysteries of skiing. There are, however, some hair-chested runs at Buttermilk that will put skiers, who consider themselves expert, on their metal or otherwise. Like the other areas, Buttermilk has a restaurant, the Cliff House, at the top of the slope which offers sustenance for the body and enrichment for the soul with quality cooking and one of the loveliest views in Aspen.

A fourth skiing area, perhaps the most unusual project of all, is being improved at Snowmass. Called imaginatively Snowmass-at-Aspen, it will include, when fully operational, a 10,000-acre ski slope with suitable lifts plus a complete town.

No ski area is better equipped for the person who wants to learn to ski, or to ski better, than is Aspen. Two world famous ski schools with more than 200 qualified ski instructors conduct the greatest ski teaching operation in the world.

The Aspen Ski School operates at both Aspen Mountain and at Buttermilk. It teaches the *American Technique* (the one most used in the United States) to thousands of skiers each season. The beginning and intermediate classes are held at Buttermilk, the advanced classes meet at Aspen Mountain.

The Aspen Highlands Ski School is operated at the Highlands, the site of the national training camp for Olympic potential racers in 1963. It teaches the *International Technique* of skiing, in many ways similar to the French *Projection Cir-*



BUS STOP at the well known and popular Buttermilk Ski Area, the site of the Aspen Ski School for the beginner and intermediate skiers. Rates are \$8 a day, three days for \$20, and the bus from Aspen to Buttermilk is free.

Photo by Aspen Skiing Corporation

culaire. Under the direction of Fred Iselin, author of the best selling book of ski instruction *Invitation to Skiing*, the school, with its more than 80 teachers, has catered to all comers from the neophyte to the master. It believes that almost no one is too young, too old, or too proficient to learn or to learn more. The plus million skiers that the school has successfully taught over the years bear out this belief.

Ski lessons are expensive. But if they are taken in groups the prices are quite reasonable. Private lessons run from \$12 an hour, but for groups the prices are half that for half a day.

The sun never sets on Aspen, or, if it does, the people ignore it. The night life goes on into the wee hours of the morning, for the tiny though cosmopolitan town (1,500 residents with facilities to accommodate five times that number of guests) is geared to the entertainment of the visitors. This is understandable when it is realized that those same visitors leave in Aspen more than \$25,000,000 a year, which is a pretty good swap for the former \$6,000,000 yearly take from the mines.

There is no better food, from New Orleans to Los Angeles, than Aspen offers its visitors. With French specialties at Renes; Austrian cuisine at the Golden Horn; Italian delicacies at The Mother Lode; and Alaskan tidbits at Toklat; it caters to all tastes except, perhaps, the hot dog fancier. There are numerous night clubs from which to choose with sizzling entertainment from the hot spots of the nation. And there are 22 bars where spirits,

worn down on the arduous slopes during the day, may be recharged by direct infusion.

For those double threat visitors who are both skiers and skaters, there is an Olympic size, enclosed and heated, ice palace where skill on skates may be displayed or learned, and where fast paced hockey games bring out the o-o-o-h's and a-a-a-h's of the spectators. Or, if your inclination runs that way, a dog sled ride may be had o'er the hard packed snow under the auspices of a team of Alaskan huskies and Stuart Mace of Ashcroft.

Life at the daily level goes on as well as the fun-in-the-snow. Lodging (70 inns and motels, 30 with heated swimming pools) for seven nights including meals and six days of skiing range from \$100 to \$175 per week, single; \$85 to \$110 per person per week with four to a room. Stores are adequate, though grocery stores are in somewhat short supply. There is a coin-operated laundry, a bank complete with ski-up windows, a beauty shop, service stations, six churches and a wealth of medical facilities.

But Aspen is more than snow, lifts, skis, night clubs, and service units. Aspen is atmosphere as well; a friendly, congenial, stimulating atmosphere that reaches out to encompass the visitor and to tie these separate parts into a meaningful whole and give them purpose.

What purpose? To give the visitor the most rewarding experience in his life, spiritually, physically, and aesthetically at today's ski capital of America; at tomorrow's ski capital of the world.



Enos Needham, office manager,
has 30 years service at CKC.

CKC's two top executives are
C. J. "Chuck" Hoffman, president, left,
and W. W. "Nick" Kennedy, vice president
and secretary.



Chicago Kansas City

By CAROLYN CURTIS

THE FILES in the home office of Chicago Kansas City Freight Line, Inc. reveal an interesting combination of the steadfast traditions in trucking and the newest innovations in most modern businesses.

For example, some trucking concerns have eliminated the process of listing numerically the pro-numbers of shipments carried in each trailer. Not so at CKC. The Kansas City-based company utilizes this information as a service to customers and a protection for the company; the process serves as CKC's instant tracer of all orders being carried.

On the other hand, CKC was among the first companies in the transportation industry to estab-

lish photo-stat-offset reproduction of freight bills.

In addition, the machine is used for printing pictured safety bulletins, loading instruction sheets, route guides, etc. This eliminates the possibility of error in transferring price quotations and other customer information to the billing forms, because each is prepared mechanically.

As a further step, CKC also uses an outside data processing center for high speed handling of the mountains of data generated.

If an examination of CKC's elaborate billing system and information service is not impressive enough proof of the company's remarkable growth trend, a look at the increased sales volume should be. In the 12 years since C. J. (Chuck) Hoffman Jr. stepped to the head of his father's business as



With Francis Kearney, general sales manager, left, are Chuck Hoffman and Nick Kennedy.

FREIGHT LINE, INC.

president, CKC's gross income per year has leaped from \$250 thousand to nearly \$4 million.

Today's 165 employees and 200-trailer fleet are a far cry from C. J. (Jake) Hoffman Sr.'s one-man, one-truck operation between Kansas City and Chicago in 1933.

He transported butter, eggs and soap in an 18-foot trailer and a tractor, which actually was a converted dump truck. Later Hoffman acquired trailers insulated with four inches of cork. The forerunners of present day insulation, the cork-lined trucks were driven long before fiberglass and polyfoam were invented.

Since Hoffman's death in 1962, the company has continued in the family with his son as president; his foster son, W. W. (Nick) Kennedy, as

vice president and secretary; and his widow, Florence E. Hoffman, as secretary. Other officers are Francis Kearney, general sales manager; Enos Needham, office manager; and Harold Shaw, fleet superintendent, whose duties include supervision of maintenance and repairs on equipment, all of which are handled by CKC's own maintenance department.

"You can't make money with a broken down piece of equipment," Chuck Hoffman says. "We feel very strongly that clean trailers in top-notch condition are our best advertisement of our product-service."

His brother adds "We think mobile ads have more impact than stationary billboards. But advertising on the side of a trailer does nothing for the company unless it is clean and readable, so we make every effort to maintain a clean fleet."

Chicago Kansas City Freight Line, Inc. is a regular route common carrier transporting all



CKC's team of drivers starred in this year's annual Kansas-Missouri Truck Roadeo and later went to Denver for competition in the National Truck Roadeo. Representing the company were, left to right, Carl Morgan, Glen Harris, Nick Kennedy, Chuck Hoffman, John Saul and Sanford Smith. In the Kansas section of the two-state Roadeo, Harris drove his straight truck to first place and was named Kansas Roadeo Grand Champion. Saul took second place in the three-axle event.

general commodities except explosives, livestock and bulk commodities.

They have company-owned terminals in Springfield, Illinois, and Chicago in addition to the main offices and terminal in Kansas City, Missouri. There are also agency stations in Bloomington, Illinois, and St. Joseph, Missouri.

Included in the company's fleet are 24 LUFKIN doubles, which were put into operation Jan. 15 and initiated the first use of doubles by CKC.

Transport requests often call for special ingenuity on the part of CKC's dock workers and drivers. Once they carried a truck load of live goldfish, and on another occasion, a scale-size mock of

Eiffel Tower was delivered to Springfield, site of the Illinois state fair. An over-width and over-length permit was required to convoy the tower.

The brothers like to tell about their most unusual commodity, a 30,000-pound statue of St. Francis Xavier brought to a local church. The driver dropped the load in the yard and, in checking the trailer, found the carving in pieces and panicked when he thought he had broken the statue. It took a priest, church member and the contractor sometime to assure the apologetic driver that the 30-foot statue had been disassembled for easy transport and erection.

Highway mishaps seldom involve trucks from CKC, the recipient of numerous American Transportation Association Safety Council Awards and Missouri Bus and Truck state awards.

This year the company's team of drivers captured a first place award in the straight truck class and took second place honors in the four-axle class at the state "roadeo" sponsored by Kansas Motor



A set of LUFKIN doubles awaits delivery orders in front of CKC's general offices in Kansas City, Missouri.

Carriers Association and the Missouri Bus and Truck Association. Judging was based on the driver's skill in parking trucks, handling heavy equipment, etc.

Although CKC is a family-owned firm, its generous policies enable its employees to take an active part in company business matters. For example, last year the employee profit sharing trust fund purchased the Chicago terminal, a \$600,000 facility, which is leased back to the company.

The wizards behind this climbing company are its two top young executives, both of whom are active in organizations governing the trucking industry.

Hoffman is a member of the board of governors of the Regular Common Carrier Conference of the American Trucking Association (ATA), vice president of the Missouri Bus and Truck Association, past president and board member of the Transport Clearing House, past president of the Highway Carriers Association of Kansas City, Missouri, and a member of the board of directors of the Middle-west Motor Freight Bureau.

Kennedy is current president of the Highway Carriers Association of Kansas City, Missouri, and

a member of the board of directors of the Operations Council of ATA.

The brothers also find time for involvement in community and family activities.

A graduate of the University of Missouri, Hoffman is a member of the Young Presidents Organization and a Scoutmaster. He and his wife have three children, Steven, 15; Susan, 13; and Mark, 8.

Mr. and Mrs. Kennedy are the parents of five children, Diane, 22; Fred, 20; Bill, 18; Doug, 15; and Kathy, 8. He is district commissioner of the Mohawk District of the Kansas City Council of Boy Scouts and a member of the board of directors of Goodwill. Kennedy attended the University of Missouri.

They agree that their knowledge of trucking and their present positions with CKC were earned the hard way. "We delivered freight, serviced trailers and worked the docks long before we ever sat at our desks," Hoffman said.

Lufkin is proud to count Chicago Kansas City Freight Line, Inc. among its friends and customers.



LUFKIN ins

1 LUFKIN C456D-256-120 Unit, Marathon Oil Company, Oregon Basin Field, Cody, Wyoming.

2 LUFKIN C912D-356-168 Unit, Pan American Petroleum Corporation, Elk Basin Field, Powell, Wyoming.

3 LUFKIN C640D-304-144 Unit, Marathon Oil Company, Byron, Wyoming.

4 LUFKIN C640D-304-144 Unit, Amerada Hess Corporation, Tioga, North Dakota.

5 LUFKIN M-640D-305-168 Unit, Skelly Oil Company, Keene, North Dakota.

6 LUFKIN C456D-256-120 Unit, Marathon Oil Company, Oregon Basin Field, Cody, Wyoming.

7 LUFKIN C228D-246-86 Unit, Pan American Petroleum Corporation, Elk Basin Field, Powell, Wyoming.



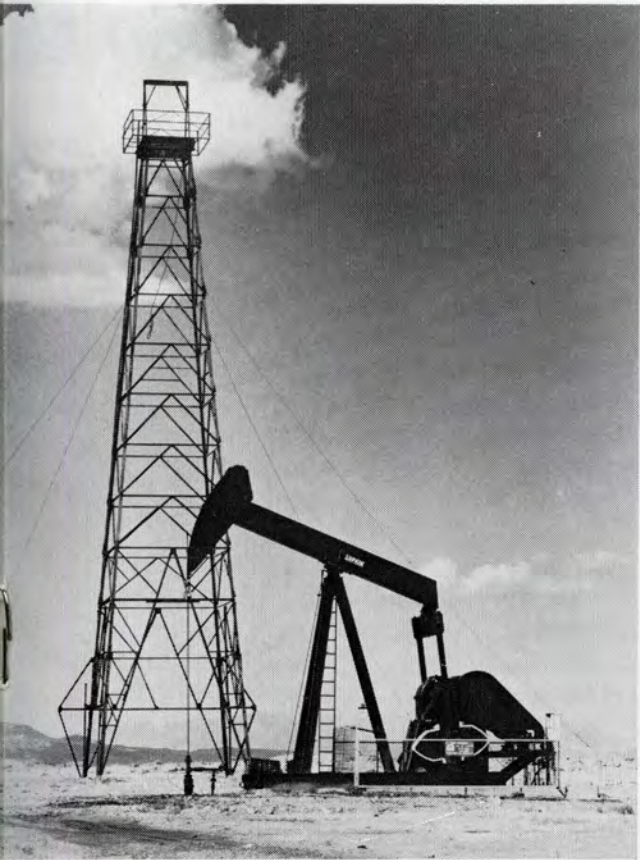


3

stallations



4



6

7





THIS two-speed, triple-screw vessel is one of the first to be specifically designed for offshore tug-supply service. Christened May 12, *Herculean Service* was added to the Zapata Marine Service fleet.

WITH the traditional breaking of champagne upon her bow, the M/V *Herculean Service* was christened formally May 12 at Burton Shipyard, Inc., Port Arthur, Texas, and added to the Zapata Marine Service fleet. Then, under charter to Reading & Bates Offshore Drilling Company, she sailed from Orange, Texas, towing a Reading & Bates tender vessel to the African coast.

Zapata Marine Service operates vessels serving the world-spanning offshore drilling industry in the waters of Brazil, Indonesia, Nigeria, the United Arab Republic, the Netherlands, the United States and other nations. Zapata towboats and barges ply the U.S. inland waterways with cargoes of chemicals and petroleum.

The *Herculean Service* now has been joined by her "twin sister," *Spartan Service*.

These two ships are radically new deep sea tug-supply vessels designed specially for servicing the offshore drilling industry. They were among the first triple-screw, three-engine vessels of this type to be specifically designed for offshore tug-supply service. They have two-speed reverse reduction gears for greater flexibility and economy.

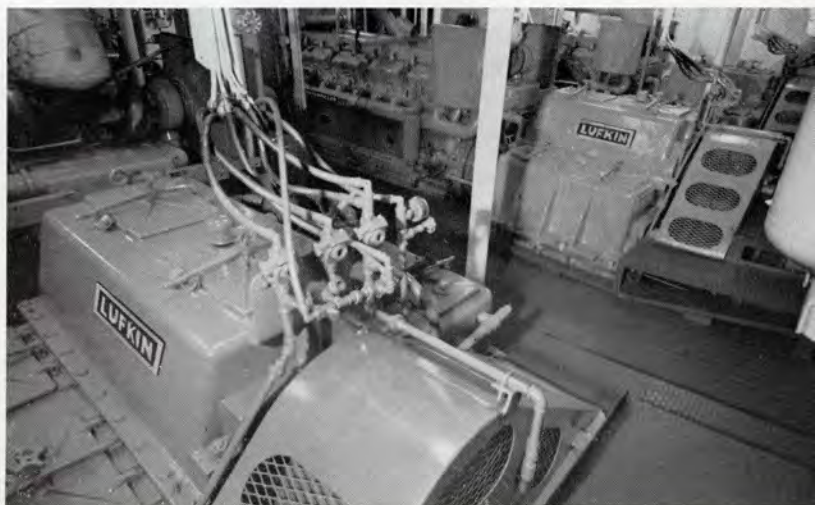
Each boat is equipped with a remote controlled bow thruster for increased maneuverability and

Zapata Christens

extra safety. They carry enough fuel supply (more than 120,000 gallons each) for a cruising radius of more than 10,000 miles at 12 knots with full load. A maximum speed of 16 knots makes the vessels well suited for fast turn-around jobs.

Both ships are full diesel engine powered. The various auxiliary equipment, such as air compressors, air conditioner, deck and anchor windlasses and pumps are motor driven with electric power supplied by two diesel engine driven generators. They are equipped also with ultra modern navigational instruments and radar and communication equipment.

The main propulsion system of each ship consists of three Caterpillar model D-399TA, 16-cylinder diesel engines. Power from each engine is transmitted to an Avondale 104" by 84" stainless steel propeller through a LUFKIN model RLS2S-4218 marine reverse reduction gear. This unit has two forward gear ratios, 5.8:1 for cruising, and 7.1:1 for towing with a reverse ratio of 7.1:1. Power transmission through the gear reducer is controlled by three Fawick model 16VC-1000



THE 16-cylinder, turbo-charged engines have LUFKIN two-speed double reduction gears. Gear ratio is 5.8:1 in high gear, 7.1:1 in low gear and 7:1 in reverse.

CHARLOTTE BOKENKAMP christened Herculean Service with the traditional champagne. D. G. Bokenkamp, far right, is Vice President of Reading & Bates Offshore Drilling Company, to which the maiden voyage of the new vessel was chartered. T. G. Gilbert, left, is Chairman of the Board, Zapata Marine Service. Jimmie Garner, second from left, is President of Burton Shipyard, Inc.

HERCULEAN SERVICE

pneumatically operated clutches located on the aft end of the reducers.

The LUFKINs are among the first gear reducers with two forward gear ratios. They are designed to give greater efficiency at cruising speed and higher thrust under heavy load.

Another unique feature of the boats is that each tailshaft is provided with a pneumatically operated Fawick model 20VC-600 brake. Every time a gear change is made in the gear reducer, these brakes are engaged which prevents a strain on either the engine or gear reducer.

In addition to the triple screws and bow thruster, these vessels have one of the most modern hull designs in the industry. The all-steel welded hull has an overall length of 175 feet. Amidships depth is 15 feet. Breadth is 40 feet 8 inches.

Two Halliburton 1025-cubic-foot tanks for dry bulk mud transport are mounted below decks. A 400 cubic-foot-per-minute Gardner-Denver high volume, low pressure air compressor is installed for discharge of the dry bulk mud.

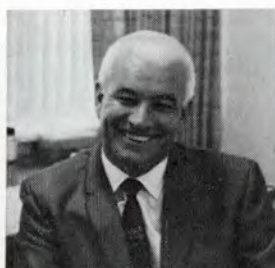
The spacious cargo deck, 133 feet by 38 feet, is

clear for easy cargo handling even in rough seas. The stacks are forward, allowing increased unobstructed cargo space. For anchor handling, an "A" frame with 75-ton capacity spans the stern. A massive permanent stern roller also aids in handling large anchors.

A SMATCO towing and anchor winch is installed on the main deck aft of the forward house. Driven by a General Motors diesel engine, this double-drum heavy duty winch is capable of carrying 2,400 feet of 2-inch wire line and 1,500 feet of 2-inch wire line. A single pull on each line of 100 tons is available.

Costing more than \$1 million each, the *Herculean Service* and *Spartan Service* are the first two of four new type vessels ordered from Burton Shipyards for Zapata Marine Service. The other two, of somewhat different design, will go into service before the end of the year.

These four new vessels will bring to a total for Zapata Marine Service 89 units—workboats, deep-sea tugs, towboats and barges. The company headquarters are in Houston, Texas.



KEN TERRELL
Atlantic Richfield Co.
Denver, Colorado



GORDON FLYE
Shell Oil Company
Denver, Colorado



J. B. LADD, left, and LARRY BARRETT
both with Ladd Petroleum Company
Denver, Colorado



DAVE FRALEY, left, and DON VICKERY
both with Petro-Lewis Corp.
Denver, Colorado



ROBERT McNEILL
Marathon Oil Company
Oregon Basin, Wyoming



S. M. (BUNK) YARBROUGH
Billings
Montana



W. L. WALKER
Cardinal Petroleum
Billings, Montana



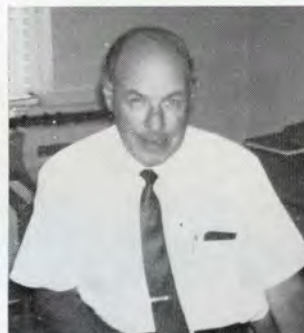
BILL RUSSELL
Shell Oil Company
Denver, Colorado



JOHN MURPHY
Monsanto Company
Denver, Colorado



JACK HALEY
The Anschutz Co., Inc.
Denver, Colorado



H. G. GARNETT
Amerada Hess Corp.
Williston, North Dakota



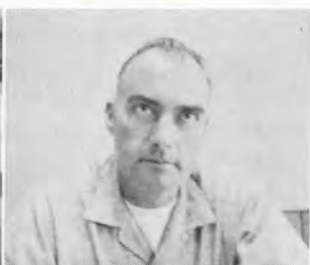
LAWRENCE DICKSON
Pan American Petr. Corp.
Denver, Colorado



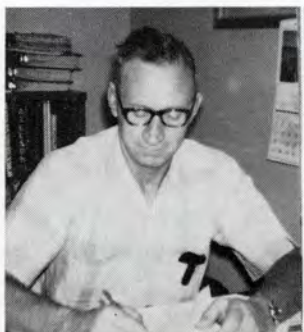
WAYNE HAUSE
Marathon Oil Co.
Cody, Wyoming



BOB BROWN
Marathon Oil Company
Oregon Basin, Wyoming



G. M. McKINNEY
Texaco, Inc.
Powell, Wyoming



C. N. (COTTON) NICHOLS
Amerada Hess Corp.
Tioga, North Dakota



R. D. ORR
Mule Creek Oil Co., Inc.
Billings, Montana

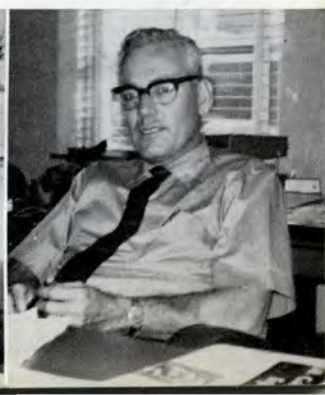
TOM ELLIOTT
King Resources Co.
Denver, Colorado

ROBERT M. WATKINS
Robert M. Watkins Engineering
Billings, Montana

C. W. "MIKE" VORACHEK
Amerada Hess Corp.
Williston, North Dakota

R. E. BROSCAT
Amerada Hess Corp.
Williston, North Dakota

J. R. ENLOE
Amerada Hess Corp.
Williston, North Dakota





HERB EARNEST
Husky Oil Company
Cody, Wyoming



ROBERT COX
Husky Oil Company
Cody, Wyoming



BOB PETERSON
Shell Oil Company
Denver, Colorado



BOB BRADSHAW
King Resources Co.
Denver, Colorado



JACK JOHNSON
Shell Oil Company
Denver, Colorado

SHOTS

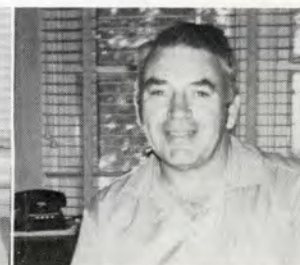
IN CAMERAMEN



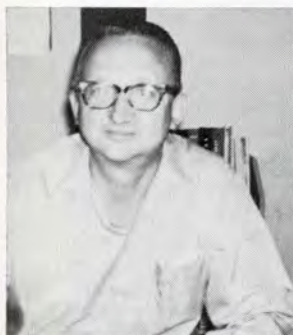
D. A. (ARLEY) McQUEEN
Marathon Oil Company
Oregon Basin, Wyoming



ROGER BUSCH
Husky Oil Company
Cody, Wyoming



JIM ZAPP
Phillips Petroleum Co.
Cut Bank, Montana



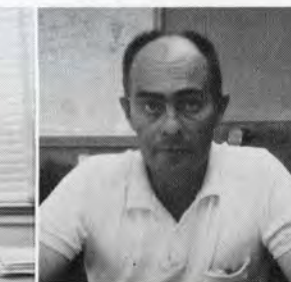
EDWARD J. BURRICH
Amerada Hess Corp.
Belfield, North Dakota



JOHN T. CAPPS
Amerada Hess Corp.
Tioga, North Dakota



HOWARD SMITH
Pan American Petr. Corp.
Powell, Wyoming



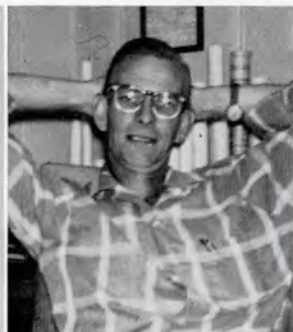
DICK LAUTERS
Atlantic Richfield Co.
Hamilton Dome, Wyoming



BILL SNYDER
Marathon Oil Company
Grass Creek, Wyoming



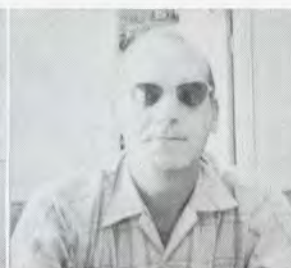
NORMAN ADAMS
King Resources Co.
Denver, Colorado



R. E. PRATT
Phillips Petroleum Co.
Cut Bank, Montana



O. (WEST) WESTGARD
Marathon Oil Company
Byron, Wyoming



GUS WALKER
Texaco, Inc.
Powell, Wyoming



DON ARNOLD
Texaco, Inc.
Powell, Wyoming

BILL LEACH
LeClair Operating Co.
Denver, Colorado

JACK COOK
Tenneco Oil Company
Denver, Colorado

ED HENDERSON
Consolidated Oil & Gas Co.
Denver, Colorado

DAVE WARNER
Pan American Petr. Corp.
Denver, Colorado

L. H. LUECK
King Resources Co.
Denver, Colorado





DAN HILL
Shell Oil Company
Denver, Colorado



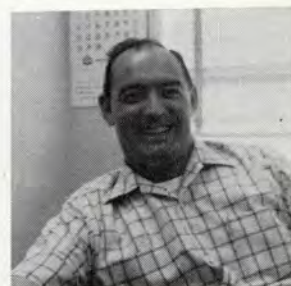
R. J. SLABY
Monsanto Company
Williston, North Dakota



E. E. FLOWERS
Continental Oil Co.
Dickinson, North Dakota



KEN LUFF
Ken Luff & Associates
Denver, Colorado



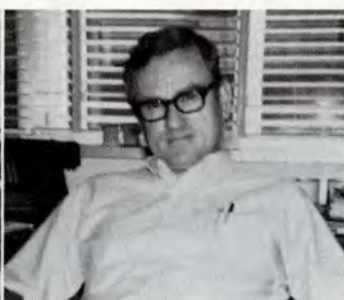
BOB WILLINGHAM
Pan American Petr. Corp.
Powell, Wyoming



Front row, left to right, PAUL FRIEMEL, Union Oil Co. of California, Andrews, Texas; DARRYL LAMBIE, Shell Oil Company, Midland, Texas; ROBERT SHURTLEFF, Union Oil Co. of California, Midland; W. F. MORRIS, Gulf Oil Corporation, Odessa, Texas. Second Row, left to right, JOE BYRD, LUFKIN, Lufkin, Texas; JIM RENFRO, Atlantic Richfield Company, Midland; R. L. POLAND, LUFKIN, Lufkin, Texas; BILL CHAMPION, LUFKIN, Odessa; IRVIN FEWIN, Atlantic Richfield Co., Odessa; LOY ALLEN, Gulf Oil Corporation, Odessa.



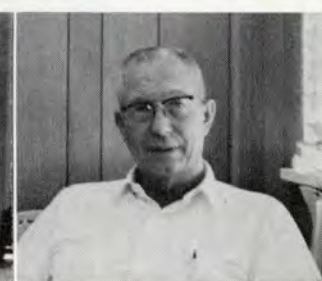
TOMMY HUNTER
Pan American Petr. Corp.
Denver, Colorado



RON RAGLAND
Robert M. Watkins Engineering
Billings, Montana



RICHARD BELL
Farmers Union, Central Exchange
Laurel, Montana



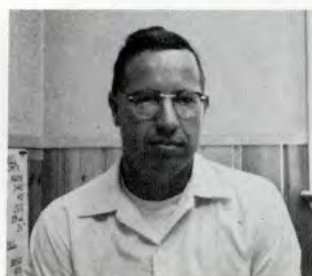
KEN SHELLHAMMER
Pan American Petr. Corp.
Elk Basin Field, Wyoming



D. T. CADDY
Marathon Oil Company
Byron, Wyoming



BILL DEROMEDI
Atlantic Richfield Co.
Hamilton Dome, Wyoming



JIM MESSER
Marathon Oil Company
Oregon Basin, Wyoming

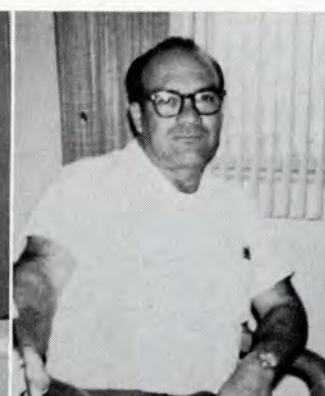


C. D. SMITH
Texaco, Inc.
Powell, Wyoming

RAYMOND T. THOMAS
Amerada Hess Corp.
Tioga, North Dakota



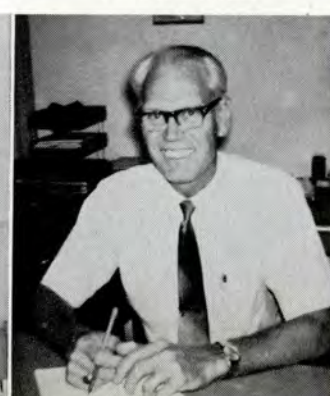
A. J. SANFORD
Texaco, Inc.
Cut Bank, Montana



FRANK HIESTAND
Saratoga Production Co.
Denver, Colorado



E. J. WHITAKER
Northern Pacific Railway Co.
Billings, Montana





A few remaining store-fronts and houses line Main Street in South Pass City, Wyoming.

SOUTH PASS

...Gateway To the West

By DONNA STRANG

SO GRADUAL is the ascent with nothing but sage-brush covered hills in view, it is hard to realize as you speed along Highway 28 in Wyoming, that you are at an altitude of over 7,500 feet and you are crossing the Continental Divide. Even Fremont, guided by Kit Carson, was in doubt about the highest point. It was even thought by early railroad engineers that building the railroad would be no difficulty for the mountains had been left behind.

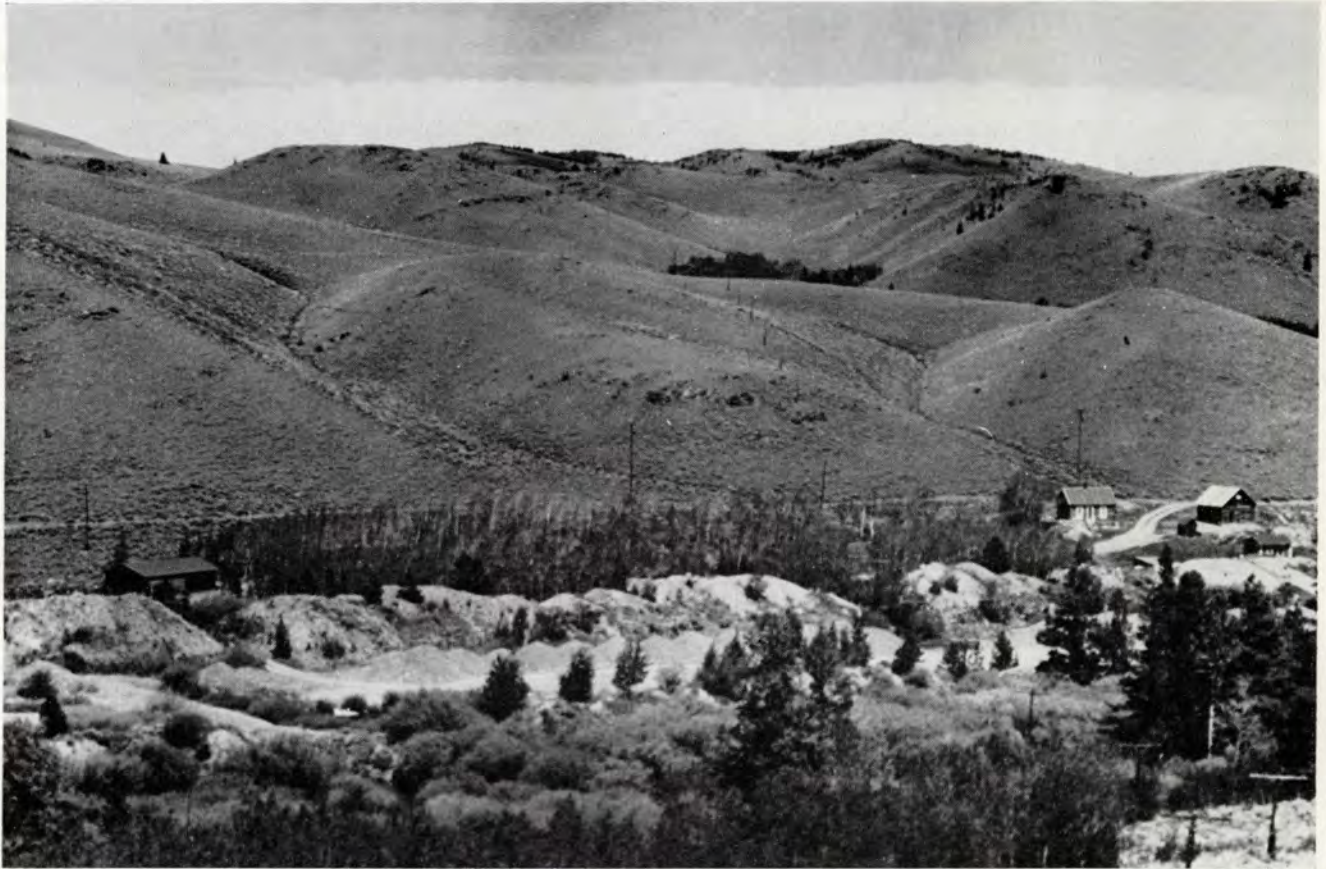
The wide valley was first discovered in 1812 by Robert Stuart. It would be known as South Pass



The James Smith Store now houses part of the museum in South Pass City.

and would be the gateway to Oregon and California. Through this area pioneers with their wagon trains or handcarts walked the weary miles. Cattlemen with their herds seeking new "spreads," and trappers, miners, soldiers of fortune and renegades used the Pass.

Though Robert Stuart was given credit for the discovery, it wasn't until 1824 that Thomas Fitzpatrick of the Rocky Mountain Fur Company accidentally discovered it anew and reported it to General William H. Ashley in 1824. The first wheels that rolled through the pass were those of



Mine tailings and prospectors shacks in Atlantic Gulch give evidence of the once prosperous placer mining in Atlantic City.



Empty pigeon holes of the post office can be seen through the glass windows. The old pot-bellied stove is used by the present owner.

a four-pound cannon drawn by four mules. Then in 1832 Captain B. L. E. Bonneville took wagons over it. By 1843 wagon trains were rolling along toward the Columbia River. As the West opened up, possibly 300,000 persons made their way across the Pass in the next 20 years.

With wagon trains becoming frequent, two towns came into being, South Pass City and Atlantic City. Little remains of South Pass City today, just a few old buildings, a museum and a population of about 10. Atlantic City, though never reaching the fame of South Pass City, never quite passed away. Today it has a permanent population of about 50 with the summer months finding many returning for prospecting sometimes brings the population up to approximately 500.

Founded in October of 1867 by disappointed miners returning from California, South Pass City became a gold-mining town when rich placer gold was found at Willow Creek. Before cold weather had set in, South Pass City boasted a population of 700 and in 1869, it grew to more than 2,000. Within this year, five hotels, thirteen saloons,



The General Merchandise Store now houses mementos of former citizens of South Pass City.

Though the front of the General Merchandise Store is weather-beaten, modern electricity has come to aid the few residents left.

three meat markets, two bakeries, four law offices and several stamp mills were built. A weekly newspaper came into being and two doctors arrived dividing their time between mining and caring for patients.

By 1870 South Pass City increased in size to 4,000. Main Street was extended half a mile. Schools were established and it became the county seat for the newly created Carter County which took in one-third of the State of Wyoming.

Like all frontier towns, South Pass had its troubles with promoters, miners, freighters and ex-soldiers. Indian raids often occurred. The Sioux, Arapahoe and Cheyenne took their revenge on the isolated South Pass City to compensate for their losses in the wars along the Bozeman Trail.

As the mines began to play out, the population began to move on. By 1873 the town was practically deserted and the County Seat was moved to Green River.

Tourists now leave the freeway, take the 2½-mile dirt road down into the gulch and once again can find a small portion of history waiting for them. The clap-board weather-beaten General Store, once operated by Smith-Sherlock Co., now contains the museum and post office. Shelves that once held supplies for both residents and pioneers

are filled with mementos left behind.

Across the street from the General Store are a few buildings of the bygone era, propped up by poles and partially boarded up. The hills above, once the residential section, now lie barren. The dirt street that once teemed with wagons and mules is empty. Only the few tourists who find their way down the gulch wander across. South Pass City had its share of good times and bad. Now it has settled down to old age, content to let visitors poke about and wonder at the stamina and courage of those early settlers.

A dirt road winds toward the north of South Pass City to Atlantic City founded in about 1868 when miners found gold in the Atlantic Ledge. It never reached the prominence of South Pass City, reaching its peak population of 2,000 by 1870.

As the Union Pacific Railroad advanced westward, wagons became fewer. Indian uprisings caused freight and stage lines to shift southward in 1862 to what became known as the Overland Trail.

The land now at South Pass is lonely. The wind blows the sage brush. It is the place where the antelope roam. Cars rush by. Wagon roads disappear into the west and only the ghosts of memories remain.

CIRCULATION THIS ISSUE 17,135



Sandy Jamieson was a canny Scot. He knew how to stretch a dollar.

One of the amusing stories about him concerns his check-up visit to his doctor.

He carried with him a goodly amount of liquid specimen which the doctor examined in his laboratory.

"Everything's fine," announced the doctor, "couldn't find a thing wrong with your specimen."

"No sugar? No albumen?" asked Sandy.

"None at all," replied the doctor. "You're O.K."

Sandy grinned and asked, "May I use your phone to call my wife?"

The doctor told him to go ahead and Sandy soon was talking to his wife.

"Good news, dear. Neither you nor I nor the kids nor even Uncle Gordy have a thing wrong with us."

Frazzled wife in kitchen to home-coming husband ardently embracing her, "Why can't you come home exhausted like other men?"

"What do they call intercourse in outer space?"

"Outercourse!"

Doctor to call girl, "You're run down. I advise you to stay out of bed for a week."

A couple, married for nearly thirty years, had never missed a night of connubial bliss. Not feeling well one day, the wife consulted her doctor and was informed by the medico that she must have complete rest and quiet for six months or she would not live.

The wife and husband decided that they must stay completely apart during this period. She moved into an upstairs bedroom and he remained downstairs.

After three months of complete abstinence and solitude, his will power collapsed and he started for her bedroom. Just as he was about to ascend the stairs, he saw her coming down. Their eyes met and she said, "Dear, I was just coming down to die."

To which he quickly replied, "I'm glad, honey, because I was just going up to kill you."

The friend said, "I can't help it, George, your wife attracts me physically something fierce and if I could pinch her on her backside just once, I'd give two thousand dollars!"

"For that kind of money," said the husband, "I don't think my wife would object. Go ahead, pinch her."

The wife leaned over a chair, exposed her backside and the friend looked long and hard. Finally, after about five minutes, he said, "I just can't do it."

"Why not," inquired the husband. "Haven't you got the nerve?"

The friend replied, "No, I haven't got the money."

The board members of the Classic Catsup Company loved the idea the ad agency had come up with for their billboard campaign. It showed a husband seated before a delectable steak in a smart restaurant, and a pretty young waitress in a tight-fitting uniform was handing him a bottle of their beloved catsup.

"This is great," said the president of Classic Catsup, "but remember, our appeal here is to housewives, so let's clean that title up a bit. 'What does she know about your husband that you don't know?' is too suggestive."

Within a week the billboards were attracting attention all over the country with the new caption: "He gets it

downtown—why not give it to him at home?"

His knock at the farmhouse was answered by a youngster. "I want to speak to your father," the man requested.

"He's gone to town," the child answered.

"Your mother then?"

"She went to town with Pa."

"How about your older brother?"

"He drove them to town."

Finally in exasperation the man sputtered, "Do you know your brother Joe caused my daughter to become pregnant? Now something has to be done about this!"

The child nodded thoughtfully. "Well, Pa charges \$25 for the bull and \$10 for the pig—but I don't know what he'd charge for Joe."

During an interview, a famous screen beauty was asked by a reporter about her literary preferences.

"What would you take along to read if you knew you were going to be marooned on a desert island?" was the way he put it.

"A tattooed sailor," was the quick reply.

A man owned a male parrot that he had become exceedingly fond of.

The parrot had become despondent and after all sorts of experiments to snap him out of it, he deduced that his feathered friend needed some sex.

A beautiful female parrot was located in a pet shop and a deal was made to have his bird serviced for \$50.

The female was delivered to his apartment and placed in the male parrot's cage. Instantly, the male let out a terrifying scream and tore at the female's feathers.

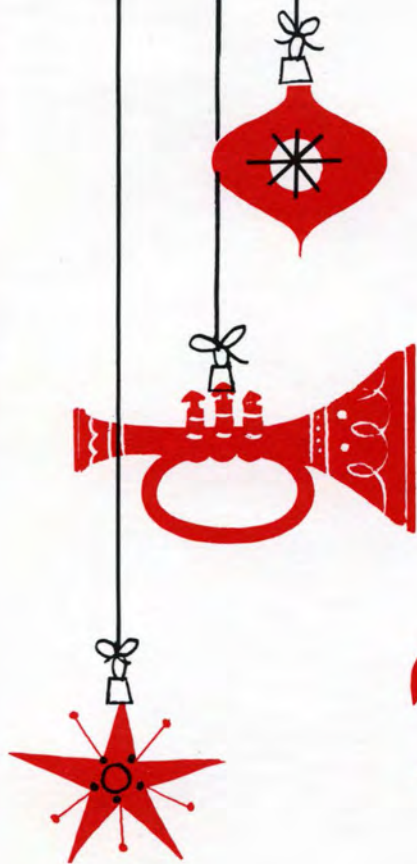
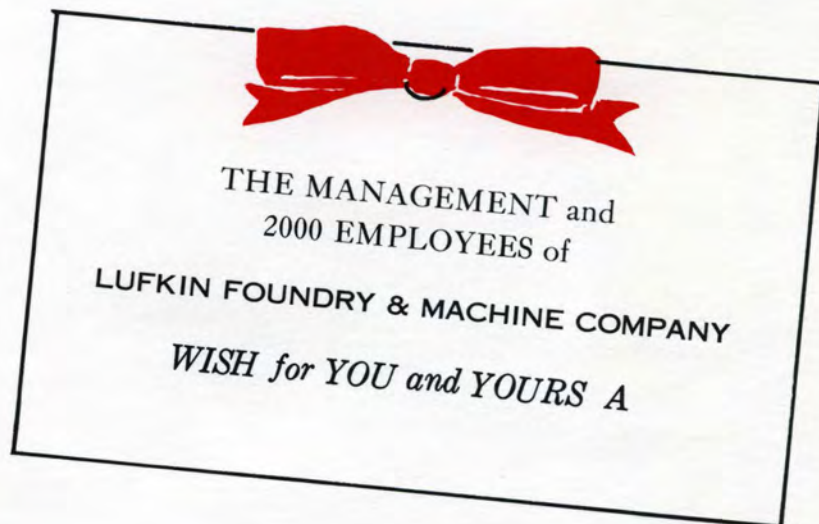
"What are you doing?" screeched the female.

"For fifty bucks, honey," shouted the male, "I want you nude."

It was sundown and the young athlete was doing push-ups on the beach when a drunk appeared. The drunk weaved his way to within a few yards of the perspiring young man, sat down on the sand and laughed and laughed.

"What the devil are you laughing about?" asked the annoyed young man.

The drunk laughed and laughed and then sputtered, "Don't look now, but shumbuddy sthole yur girl."



Merry Christmas

and A



Happy New Year

